

# The Madisonian.

We Stand for the Purity of Home, the Supremacy of Law and the Relief of a Tax-burdened People.

VOLUME II.

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## COMMENCEMENT

### Exercises Begin at Caldwell High School

The Baccalaureate Sermon for the graduates of Caldwell High School was preached on Sunday night at the Christian Church by Rev. Crossfield, President of Transylvania. His subject was taken from First Corinthians, 13th Chap. and 13th verse: "And



PROF. D. W. BRIDGES  
Superintendent of Caldwell High School.

now abideth faith, hope and love." His discourse was replete with fine thought and beautiful english.

Rev. Cummings of the Presbyterian Church at Winchester, pronounced the invocation, after which a beautiful musical programme was given under the direction of Mrs. G. W. Pickels.

The trio by Mrs. I. G. Ballard, Miss Sarah Quisenberry and Mr. Will Arnold was greatly enjoyed. The graduating class entered the church two by two and were followed by the faculty. The class made a fine showing, being the largest class from this school in years.

The benediction was pronounced by Rev. B. C. Horton.

## B. & O. ENGINE UPSETS

### KILLING FIVE TRAINMEN NEAR COOKS MILLS—RUNNING 68 MILES AN HOUR.

### Frightfully Scalded Trainman Prevents Wreck by Running Back and Flagging Freight.

Western Newspaper Union News Service.

Cumberland, Md.—Five trainmen were killed when an engine on the Baltimore & Ohio railroad, running light, overturned near Cooks Mills, nine miles west of Cumberland. The engine was running 68 miles an hour.

The dead: H. V. Hughes, engineer, Cumberland; H. S. Lloyd, brakeman, Connelville, Pa.; Guy W. Dean, brakeman, Cumberland; Harry Rizer, engineer, Cumberland; C. C. Eyster, conductor, Connelville.

The injured: Grant Miller, fireman, Cumberland, skull fractured; James Rumesburg, fireman, Markleton, Pa., injured about head; William Semple, fireman, Pittsburgh, cut about head. Miller's condition is critical.

Hughes, Lloyd and Dean were killed instantly, and Rizer and Eyster, who were brought here, died. Both were scalded. Eyster, though frightfully scalded, ran back and flagged a west-bound freight train. He was picked up by the train crew, the engine was uncoupled and he and Rizer were brought to hospitals here. The cause of the accident has not been determined.

## COFFINS ARE RIPPED OPEN

### In Wild Efforts To Find Bodies of Their Relatives.

Quebec, Canada.—While 75,000 French Catholics attended mass on both sides of the river, offering up their orisons for the departed souls the death vessel Lady Grey steamed slowly down the St. Lawrence with 188 bodies from the lost Empress of Ireland.

When the bodies were placed in coffins in a great temporary morgue here there was an appalling rush of relatives of victims to identify bodies. Tops of coffins were ripped off by men when they had found that caskets supposed to contain their loved ones held the bodies of strangers. The crush at the door leading into the morgue was tremendous. Policemen at first were powerless to check the throng. Women and children were trampled upon before the crowd could be blocked. Three women and one child were seriously injured.

## 1,052 ARE KILLED WHEN EMPRESS OF IRELAND SINKS

### Liner Rammed in St. Lawrence River by Collier Storstad.

## ONLY 327 ARE RESCUED

### Twenty-Two of These Died After Reaching Shore—Vessels Collide in Fog.

## DROWNED WITHOUT WARNING

Many Notable People Were Aboard Ill-Fated Ship, Including 165 Members of the Salvation Army—As the Vessels Left Montreal They Sang "God Be With You Till We Meet Again."

Rimouski, Que., May 30.—The Lady Evelyn reported by wireless that she had picked up 17 bodies at the spot where the Empress of Ireland sank. Montreal, Que., May 30.—After receiving its passenger list the Canadian Pacific Railway company stated officially that there were 1,367 on board the Empress of Ireland. With only 327 known rescued, twenty-two of whom died later, the death list in the disaster was thus fixed at 1,052.

The liner was valued at \$2,000,000 and her cargo at \$250,000.

### Drowned Without Warning.

Quebec, Que., May 30.—Trapped and drowned without warning, hundreds of passengers of the Canadian Pacific liner Empress of Ireland perished in the worst marine disasters that has ever occurred in Canadian waters. The Empress of Ireland was rammed in a dense fog by the collier Storstad. The liner sank within ten minutes, carrying down with her men, women and children who had boarded the vessel at Quebec, to sail to Europe.

The disaster occurred in the St. Lawrence river only a few miles from Father Point, Que. The Storstad, though badly damaged herself, stood by to rescue survivors and was assisted in this task by the Lady Evelyn and Eureka, which were rushed to the scene when the wireless station at Father Point up the "S. O. S." call of the rammed liner.

### Believe Death List Is 1,107.

When the Empress of Ireland sailed she carried 990 passengers and a crew of 432 men, a total of 1,422 souls. According to the wireless operator at Father Point, "about 237" were saved. He sent this information in a dispatch received here. The dispatch left 1,085 unaccounted for. Of the rescued 22 died of injuries and exposure after being taken to Rimouski. This left the estimated death list at 1,107, but there was a hope that pilot boats sent out after the Storstad, Lady Evelyn and Eureka arrived at Rimouski might pick up more survivors.

This is the account of the rescues given by J. McWilliams, the wireless operator at Father Point, in his dispatch:

### Sank 10 Minutes After Crash.

"The Empress sank ten minutes after the collision with the collier Storstad and immediately after she had been notified out the 'save our ship.' Mr. White the wireless operator, instantly notified government steamers in view and the Eureka.

"Captain Belanber was the first to get away, his vessel having steam up when he received word of the disaster. She must have reached the scene about forty minutes after the disaster. The Lady Evelyn had to get up steam before she could go to the assistance of the disabled ship.

"When daylight broke I saw on the gray horizon with the aid of a telescope, a collier, the two government steamers and nine lifeboats, all around the same spot, and shortly afterward the Eureka came up with 32 survivors and several bodies.

"Later came the Lady Evelyn with Captain Kendall and more and still later came the Storstad with a few more bodies.

### About 337 Were Saved.

"All were landed at the Rimouski wharf, to which point the scene of activity and interest has now shifted. About 337 saved in all."

The dispatch from McWilliams contradicted a report received earlier in the day that the Storstad, in addition to picking-up many bodies, had alone rescued 360 survivors. The efforts to get a complete story of the disaster were baffled by difficult weather conditions that interfered with the wireless dispatches. McWilliams' dispatch was corroborated shortly afterwards by one sent from Rimouski by G. W. Henderson, a Montreal broker, who was rescued when the Empress of Ireland sank. His dispatch followed:

"Three hundred and thirty-seven saved; 22 drowned while attempting to swim ashore; 12 women rescued; 990 passengers and 432 crew aboard." Earlier in the day Henderson had sent a dispatch saying 800 had been rescued. When his second message was received, hope that the number of

## LIST OF SURVIVORS.

Montreal, Que., May 30.—The following list of survivors from the Empress of Ireland was sent here from Rimouski, Que., where they were landed:

P. R. HOLT, bedroom steward.  
W. ROWAN, steward.  
A. RADLEY, and V. COOMBS, pantrymen.  
A. REGINALD.  
—MORELAND.  
—WHITE.  
—GRAY.  
JAMES WILLIAMS, assistant steward.  
E. FOSTER.  
A. E. ELLIOTT, baker.  
A. C. FERGUSON.  
MRS. R. SIMONS.  
—NOSCAL.  
—DOELIZ.  
—SPEDDON.  
—NOVEK.  
A. W. GAUDE, chief engineer.  
C. S. SAMSON.  
—SWAN (believed to be J. K. SWAN, assistant engineer).  
T. BRADWICK.  
D. S. MURPHY.  
T. SORABNE (reported as quarter-master).  
—DUCKWORTH, electrician.  
J. SALIO.  
—SAPETE.  
—DONOVAN.  
A. WILLIAMS.  
H. CLARKSON.  
T. HANON.  
CHARLES CLARK.  
K. LASKI.  
—SAVELIN.  
—KINGSBOTT.  
—HAYES (assistant purser).

Only one woman was mentioned in the first dispatch from Rimouski. She was Mrs. Simons. The greatest number of those saved, said this dispatch, were members of the second and third class passenger lists. A second dispatch contained the following names of survivors:

MRS. A. E. BARTOW.  
MISS WANDOTA GRATHERN.  
L. A. GOSSALIN.  
W. HIRADHAINER.  
LIONEL KENT.  
MISS GRACE KOHL.  
MR. AND MRS. H. Y. LYMAN.  
F. J. LUTHERFORD.  
MR. AND MRS. C. D. TYLEE.  
J. D. TAYLOR.  
MISS D. TAYLOR AND MISS H. TAYLOR, all of Montreal.

Among the others of hours were: MR. AND MRS. HAROLD NEVILLE, HILDA, HAGESTON AND MISS MABEL HACKNEY.

Survivors might be increased was practically abandoned. Salvation Army Corps Aboard.

Montreal, Que., May 30.—When the liner Empress of Ireland steamed away from here, she carried 165 members of the Salvation Army from the United States and Canada bound for the world convention in London. To the accompaniment of the army band they were singing "God Be With You Till We Meet Again."

This prelude to the accident in the St. Lawrence made the disaster a near parallel to the sinking of the Titanic, whose passengers sang "Nearer My God to Thee" at the White Star liner went down.

Among the members of the Salvation army on the Empress of Ireland were:

David Rees, territorial commander of the Salvation army in Canada.

Colonel Sidney Malmgren and Mrs. Malmgren.

Brigadier W. S. Potter, leader of the brass band of sixty pieces, all of whom were on board. The latter included Kenneth McIntyre of New York.

Colonel Timothy Gaskin, field secretary.

Major Wilfred Greighton, in charge of the property department in the Dominion.

Lieut.-Col. Samuel Rees and Mrs. Rees.

A list of the officers of the Empress of Ireland followed:

H. G. Kendall, commander.

M. S. Steele, chief officer.

W. Sampson, chief engineer.

A. M. McDonald, purser.

J. F. Grant, M. D., surgeon.

A. W. Gaudet, chief steward.

The Empress of Ireland was a twin screw steamer of 8,208 tons burden.

She was 458 feet long and equipped with modern apparatus not only for wireless work but for submarine signaling. The liner was built in 1906 and three years later set a record on a run from Quebec to Liverpool.

The steamer was one of the most popular vessels in the service of the Canadian Pacific railway and always carried a large number of passengers.

She has plied for several years between St. Johns and Quebec and Montreal.

Laurier Charges Neglect.

Ottawa, Ont., May 30.—Minister of Marine Affairs, Laurier, charged the English board of trade that 337 persons had been saved from the Empress of Ireland. The disaster was made the cause of a sharp exchange in the house of commons when Sir Wilfrid Laurier, former premier, held the government responsible because it had neglected the St. Lawrence route. This charge was indignantly denied by Premier Borden.

## JOSE VASCONCELES



Jose Vasconcelles, a Mexican lawyer, is in Montreal on a mission for Carranza and is keeping watch over the doings of the mediation conference on behalf of the constitutionalists.

## GREAT DISASTERS AT SEA IN RECENT YEARS.

January 21, 1908.—Brazilian steamer Aquidaban, sunk near Rio Janeiro; 212 lives lost.

March 23, 1908.—Japanese steamer Matsuo Maru sunk in collision near Hakodate; 500 perished.

April 30, 1908.—Japanese training cruiser Matsuo Shima sunk off Pescadores; 200 lives lost.

September 25, 1911.—French battleship Liberté sunk off Toulon by explosion; 233 lives lost.

April 14, 1912.—Steamship Titanic, the greatest liner afloat, struck an iceberg in Atlantic; 1,503 perished.

January 30, 1914.—Old Dominion liner Monroe in collision off Newport News; 40 lives lost.

April 2, 1914.—Sealing ship Newfoundland sunk in Belle Isle straits; 64 perished.

January 4, 1914.—Oil tender Oklahoma sunk off New Jersey coast; 27 perished.

April 14, 1914.—Steamer Benjamin Noble sunk in storm on Lake Superior; 20 dead.

May 23, 1914.—Lightship Halifax sunk off Halifax; 25 dead.

## KILLS GIRL; SHOOTS HIMSELF

Indianapolis Man Slays Sweetheart and Then Fatally Wounds Himself—Gives No Reason for Act.

Indianapolis, Ind., May 30.—Frank J. Geis, a traveling salesman for a wholesale grocery house, shot and killed his sweetheart, Inez Abrams. He turned the revolver on himself and fired a bullet near his heart. He was taken to a hospital in a serious condition. Geis spent the night at the girl's home. He and Chauncey Abrams occupied a room adjoining that in which the Abrams girl and her two sisters slept. About six o'clock Geis entered the girl's room and without awakening the sleeping sisters, fired a bullet into the heart of his sweetheart. He was unable to give any reason for his act.

## TEXAS FLOODS DROWN SEVEN

Many Are Homeless as Result of High Waters in the Lone Star State.

Fort Worth, Tex., May 30.—Seven persons were dead and many homeless in different parts of Texas as a result of floods. Reports indicated the situation was more serious than at any time since November, when high waters caused enormous loss throughout the state. Brazos valley residents have been ordered to flee to safety. Thousands of feet of railroad tracks have been washed out and rail communication in many parts of Texas completely broken.

## SEEK LABOR MEN'S RELEASE

Petition Signed by Over Million Unionists Will Be Presented to President Wilson.

Washington, May 30.—A petition signed by more than a million unionists asking President Wilson to pardon President Frank M. Ryan and his associates in the Bridge and Structural Iron Workers' union, convicted in the Indianapolis dynamite conspiracy cases, will be presented to the chief executive on Monday. Representative Sabbath of Illinois will present the petition.

## Burning Steamer in Port.

New York, May 30.—The general board of trade that 337 persons had been saved from the Empress of Ireland. The disaster was made the cause of a sharp exchange in the house of commons when Sir Wilfrid Laurier, former premier, held the government responsible because it had neglected the St. Lawrence route. This charge was indignantly denied by Premier Borden.

Mrs. Richard C. Kerens Dead. St. Louis, Mo., May 30.—Word was received here that Mrs. R. C. Kerens, wife of the former ambassador of the United States to Austria, died in Philadelphia.

## PLAN FOR NEW POWER HOUSE

Mechanical Seniors Complete Electric Power System at Hazard.

Lexington, Ky.—The graduating class in the Mechanical college have completed their thesis work on the design of a monster power plant at Hazard. The men have been working on this for several months and now a hundred drawings have been completed, traced and checked and several hundred typewritten sheets of specifications have been completed. This is the first work of its kind that has ever been attempted by any mechanical college and has been carried out to the minutest detail. The plans are now complete so that a contractor could take them up and go right on with the plant. Professor Anderson will entertain the Faraday Society at his home on next Tuesday evening. On Wednesday the class will hold its annual banquet at the Leonard hotel. President Henry S. Barker, Dr. Joseph Kaste, Hon. Richard Stoll and others are invited guests at the banquet.

## FUNERAL OF SENATOR BRADLEY.

Services as simple as those attending the burial of the humblest citizen took place in the room where the body of the late Senator W. O. Bradley lay. But outside the hush of suspended business, broken only by the measured booming of the governor's salute from Arsenal Hill, the immense throngs gathered in the street and at the cemetery, and the presence at the services of personages high in national and state affairs, made the obsequies of the dead statesman a public occasion. It was the most distinguished gathering attended the burial of a public man in Frankfort in many years, and thousands viewed the cortege as it passed to the cemetery, while as many more had secured places of advantage to see the cortege arrive. Every available public vehicle in Frankfort and Lexington and many private conveyances were engaged to carry the visitors, who came from Washington and all sections of the state to pay their respects to the memory of the late senator. Grouped along the route and in the cemetery were hundreds of negroes, indicating that the race which had followed him in life revered his memory in death. State and city joined in showing every possible mark of respect of the occasion.

## PURE FOOD ON DINING CARS.

Lexington, Ky.—The state health authorities have taken up the question of pure food on dining cars and in restaurants along the railroads as well as the water supply on all passenger cars and R. M. Allen, head of the State Food and Drug Department, held a conference on the subject with representatives of the railroads operating dining cars or restaurants in Kentucky. It was agreed that special attention should be paid to permanent equipment and methods which need change. The railroads in each case will detail a representative to accompany the state inspector J. W. McFarlin. It was also suggested at the conference that the State Board of Health be asked to detail a representative for the purpose of inspecting sanitary conditions generally.

## GUARD TO CAMP AT LEXINGTON.

Lexington, Ky.—Lexington is to have the annual encampment of the Kentucky National Guard, which will be held this year July 1 to 12 inclusive. At a special meeting of the directors of the Commercial club an agreement was reached between the club and the officials of the traction company which operates the city and interurban lines by which arrangements were made to furnish grounds and to equip the grounds for the encampment and the proposition was then submitted to Adj. Gen. J. Tandy Ellis, who, in behalf of the state and United States government, accepted the proposal and designated Lexington as the place for the encampment.

## HONOR MEMORY OF MARY DESHA

Lexington, Ky.—Miss Mary Desha, for years a prominent citizen of Lexington, was one of the founders of the National Society of the Daughters of the American Revolution. She is buried in a beautiful cemetery, but there is nothing to show her last resting place to the passerby. The National society, D. A. R., has taken steps to erect a suitable monument to Miss Desha's honor and have appropriated a sum of money to this object. All the chapters of the United States will be asked to contribute.

## FORTY-EIGHT WILL GRADUATE.

Bowling Green, Ky.—Forty-eight of Kentucky's young men and women will graduate from the Western Kentucky State Normal School on June 11. These young people will be awarded a state certificate which permits them to teach anywhere in the state for three years without examination, and upon the completion of these three years of successful teaching the certificates will be extended for life.

## \$20,000 HERD OF HEREFORDS.

Shelbyville, Ky.—The largest private sale of Hereford cattle ever made in this country was closed when E. H. Taylor, of Frankfort, paid W. H. Curtiss, of this county, \$20,000 for one 2-year-old bull, eighteen cows, one yearling heifer and one calf. The bull, Beau Perfection XXIV, was figured in the deal at \$12,400, which is said to be the highest price ever paid for an animal of this breed in America. The cattle were shipped to Col. Taylor's farm in Woodford county.

## CAMDEN IS MADE U. S. SENATOR

JOHNSON N. CAMDEN NAMED BY GOV. MCCREARY TO SUCCEED LATE SENATOR BRADLEY.

## VAST HOLDINGS IN KENTUCKY

Actively Interested in State Politics for Many Years—Father of Mr. Camden Was Senator From West Virginia for Several Terms.

Western Newspaper Union News Service. Frankfort, Ky.—Johnson N. Camden, of Versailles, will be the next senator from Kentucky.

Gov. McCreary has decided to appoint him to fill the vacancy created by the death of Senator W. O. Bradley. Mr. Camden will be a candidate for the Democratic nomination for the short term. He sprang into political prominence as the chairman of the democratic campaign committee two years ago, when President Wilson carried the state by a plurality of 100,000. Mr. Camden was a delegate to the Baltimore convention.



Johnson N. Camden.

In the opening up and developing of the rich coal-producing regions of West Virginia and Eastern Kentucky are summarized the most significant events in the recent material history of those states. The work has involved the unification of many scattered antagonistic interests, the formation of a strong operating organization and the extension of railroad lines into a vast area hitherto inaccessible, giving to its mineral wealth adequate outlet to the markets of the manufacturing districts of the country. In the achievement of this triple task Mr. Camden has played a conspicuous part.

Mr. Camden was born at Parkersburg, W. Va., January 5, 1865, the son of Johnson Newton and Anne (Thompson) Camden. On the paternal side of the family he is of English, and on the maternal of Scotch-Irish and Dutch ancestry. His father was for many years one of the foremost citizens of West Virginia, a powerful factor alike in its political life and material development. He had large holdings of oil and coal properties, and was identified with many enterprises in connection therewith. He represented the state as United States senator from 1881 to 1887, and from 1893 to 1895. Mr. Camden was educated at Phillips Andover academy and the Virginia Military Institute at Lexington, Va.; afterward attending the Columbia Law school, New York City. He entered upon his active career as treasurer and paymaster of the Ohio River railroad, a line which had been built by the elder Camden. This position he resigned to become president and treasurer of the construction company which was engaged in the building of a road later known as the Monongahela River railroad, and extending from Fairmont to Clarksburg, W. Va. In this work he continued until the completion of the line.

In 1890, with the object of recuperating his health, he took up his residence on the family estate of about 1,600 acres one of the handsomest and most characteristic of the Blue Grass known for generations as the Spring Hill farm, at Versailles, Ky. Not content to lead here a life of idleness, he founded a congenial occupation in the breeding of thoroughbreds. Purchasing the noted stallion Spendthrift with thirty choice mares from James R. Keene, he acquired from time to time many thoroughbred mares, and later added to this stud such imported horses as Esther, Albert, Oddfellow, Mazagan, St. Simonian and Peter Quince.

Becoming actively interested in politics in 1911, he served on both the Executive and Financial Committees of the State Democratic Committee; and took a prominent part in the fall campaign, which, winning a sweeping democratic victory throughout the state, overturned the Republican plurality that for a number of years previous had been regularly polled.

## CARRANZA HITS MEDIATORS' PLAN

Bars All Governments in Mexico Not Created by His Own Forces.

## MUST TAKE CAPITAL FIRST

Willing, However, to Join Mediation for Settlement of Issues Between Mexican People and U. S., if Invited to Do So.

Mediation Headquarters, Clifton Hotel, Niagara Falls, Ont., May 30.—General Carranza will refuse to agree to the formation of any provisional government in Mexico except such as his own forces may create after he has taken the capital. He is willing, however, to join in the mediation conference for a settlement of issues between the Mexican people and the United States, if he is invited to do so. This was the message brought to the Latin-American mediators by John Urquidí, an agent of the constitutionalist government. Urquidí is a brother of the late President Madero's minister of communications. He was sent here to act for the constitutionalists.

## Bore Letter From Carranza.

Urquidí bore a formal letter from General Carranza setting forth the constitutionalist chief's views on the purely internal aspects of the situation. This letter made it clear that General Carranza will positively decline to admit the discussion of the land question or any of the other internal affairs of Mexico to any mediation proceedings.

The document which I bring from General Carranza to Ambassador Da Gama deals solely with the international questions at issue here, said Mr. Urquidí. "It does not deal with the internal problems of Mexico. General Carranza has already made clear his position on the subject. He has declared that the internal questions must be dealt with by Mexicans alone, and that he cannot consent to their discussion by any mediation conference in which he would be represented. "It follows that he cannot agree to any proposal for the creation of a provisional government since it is purely a domestic affair. He has not changed his opinion on that point.

"The constitutionalist government is willing to enter into the discussion here of the international questions for the settlement of which there is need. It is to that matter that the document I bring is addressed."

## Optimistic Over Mediation Plans.

Washington, May 30.—Even greater optimism than heretofore was expressed at the White House that the Mexican mediation negotiations will be successful. The reason for this confidence rests in the dispatches that President Wilson has received from Niagara Falls, although it was definitely stated that the proceedings there still are in a tentative stage and that nothing in the way of an agreement is expected before next week.

The complications over the alleged landing of arms and ammunition from the German vessels Ypiranga and Bavaria at Puerto Mexico are held in abeyance pending an investigation into the facts.

To settle all doubt as to whether the munitions of war carried by the German steamers Bavaria and Ypiranga were landed at Puerto Mexico, the army and navy departments sent instructions to Admiral Baguer and General Funston to make a definite report on the matter.

## OFF FOR WORLD'S CONGRESS

Seven Hundred Salvation Army Soldiers Led by Evangeline Booth Sail for London.

New York, May 30.—When the Olympic steamer for Southampton today she had in her passenger list 700 delegates to the world's congress of the Salvation Army, which assembles at London June 11.

The delegation was accompanied by four brass bands and one string band. Almost every nation of the world was represented. Every flag that flies in the 60 countries in which the Salvation Army operates was to be seen. The delegates were arrayed in a sort of a modified cowboy costume. Miss Evangeline Booth led them.

## JAPANESE ADMIRAL TO CELL

Matsumoto Sentenced to Serve Three Years for Taking Bribes in Naval Contracts.

Tokyo, Japan, May 30.—A court-martial sentenced Vice-Admiral Matsumoto of the Japanese navy to three years' imprisonment on charges of accepting bribes in connection with naval contracts. Capt. Sawasaki was condemned to one year's imprisonment, but Commander Suzuki was acquitted.

## Snow Blankets Leadville.

Leadville, Col., May 30.—Leadville woke under a blanket of two inches of snow. Temperatures ranged from 32 to 54 degrees.

## Noted Editor Dead.

Cumberland, Md., May 30.—Col. John W. Aviret, fifty-two, editor and proprietor of the Cumberland Evening Times, died suddenly here.